



BIG SANDY NEWS.

Aut inveniam viam, aut faciam.

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M. F. CONLEY.

RAILROAD TALK.

President Stevens, of the C. & O. is Optimistic.

He Predicts Good Business and Tells of Some of His Company's Plans.

President George W. Stevens, of the Chesapeake and Ohio, Richmond, Va., arrived in the city last night on his private car, coming from Columbus on Big Four Train No. 43. He was accompanied by C. I. Langhorne, railroad contractor, who did the grading on the Silver Grove yards, and is now working on the Elkhorn and Sandy Valley Road, that the Cincinnati, Hamilton and Dayton is credited with building from Shelby, Ky.

This road will connect the C. & O. with the 100,000-acre coal tract formerly held by the Northern Coal and Coke Company. The property is now in the possession of the Consolidation Coal Company, which paid \$4,500,000 for the property. The coal traffic that will be handled by the Elkhorn and Sandy Valley Road will be sent over to the C. H. and D. for the run to the coal docks at Toledo, where it will be sent by vessel to great lake coal ports. It is expected that the Elkhorn and Sandy Valley Road will be completed and put in operation early next May.

It is expected that with the opening of the lakes coal season on the Great Lakes the C. & O. will increase the coal tonnage moved westward from the West Virginia coal fields. This will also be sent through Cincinnati, which, within five years, will be one of the greatest, if not the greatest, inland coal gateway in the country.

Stevens is Optimistic.

Mr. Stevens stated that business was very good and that he sees signs of an improvement in the business world in a short time. While Vice President Decatur Axtell has been handling all of the details of the new Union Depot plans for the C. & O., Mr. Stevens may remain over until Tuesday to attend the meeting of railroad executives who will meet at the Sinton Hotel to decide whether or not the railroads will accept the depot project under the franchise granted to the Cincinnati Union Depot and Terminal Company. He planned to leave for his headquarters in Richmond tomorrow, but when he learned that the depot matter was so close at hand, he partially decided to change his plans and wait over another day.

Work on the completion of the double tracking of the Cincinnati division of the C. & O. will be pushed as soon as the weather allows the contractors to proceed with the grading. The same applies to the Silver Grove yards. One peculiar reason is given for the delay in completing the work of double tracking. Had the workmen kept at work up to Christmas Day, the work would have been finished on contract time, but the men insisted on laying off for the holidays and lost the advantage of the period of good weather that was enjoyed about Christmas.

Doliveries on Car Order.

Mr. Stevens also mentioned that deliveries on the 2,000-car order will be started in the near future, as the first deliveries were promised early in the month.

Vice President Martin J. Caples who has now relieved Vice President Axtell of many construction duties, and General Manager E. W. Grice of operating duties to a great extent, remained in Columbus, where he will look after Hoeking Valley affairs for a few days. The C. & O. Executive denied reports recently sent out from New York that he was going to leave the C. & O. to accept service with the Pennsylvania. The story was started immediately after Mr. Caples was persuaded to leave the Carolina, Clinchfield and Ohio to accept service with the Chesapeake and Ohio.

Final denial was also given the reports that the C. & O. intends to buy the "Clinchfield Route," as all negotiations have been dropped for good. Should the Clinchfield build the thirty-mile extension north from Dante, Va., to Elkhorn City, Ky., it is probable that they can make a traffic agreement with the C. & O. which will give them the long-desired northern outlet.—Cincinnati Enquirer.

In the Oil Field.

A well was recently contracted to be drilled on the D. C. Hughes tract adjoining the Hays Oil Company's property and the county poor farm. The material for the derrick has been contracted and it is expected that work will start right away.

It is reported that the Wayne Oil Company will drill three wells in this field very soon, but the locations have not been announced, so far as we have learned.

The Holt-Shannon Company expects to be ready to start a well soon.

Mr. Cameron, a contractor who lives here, has contracted to drill two wells on leases in West Virginia a few miles from Kermit.

Two new wells in the local oil field have been making good progress during the past week. These are the Reuben Fork and Cochran wells. The former has reached a depth of 1000 feet and the casing has just been put in. The Cochran is down about 800 feet.

A LUCKY IRISHMAN.

John Murphy, Who Discovered Natural Gas at Ashland, Ky.

Ashland people are very much elated, as 'they have a right to be,' over the big gas strikes made there recently. It will mean more to that already good town than anything that has happened for years.

There is an interesting story in connection with this discovery of gas which will encourage the belief that some persons have about the "luck" that is supposed to follow certain individuals. John Murphy, who drilled in the first well, was a coal miner during the earlier years of his life. Twenty years or more ago he was employed at Rush, which was then a flourishing mining town not far from Ashland. The Louisville State Lottery was then running. It is said that on one day Murphy invested in lottery tickets about all the cash he received, and drew fifteen thousand dollars. He moved to Ashland and invested the money in real estate, later on buying an interest in the ferry. Good fortune has continued to follow him right along. Recently he bought a small farm about one mile from Ashland. On it was a sulphur spring. He sold the water from this spring in Ashland and the demand was such that he decided to drill a well in search of a greater supply. At a depth of about 600 feet he tapped a strong vein of gas. The well is now producing about three million cubic feet per day, for which the United Fuel Gas Company is paying Murphy \$125.00 per day.

A few other wells have been drilled since and all are reported to be producers.

PELLAGRA IN HORSES.

A peculiar disease, similar to pellagra, with persons, is reported to have made its appearance among horses in Madison county, and a dispatch from Richmond states that twenty or more valuable horses have died there in the last three weeks from the malady, which is caused by eating rotten corn.

Robert Walker, the veteran horseman, of Richmond, says there is apparently no cure for the disease, which seems to affect the brain of the animal attacked. He recently held a post-mortem examination on one of the horses which died with the disease, that developed his fact conclusively, he says. Farmers and horsemen who have suffered loss by the malady have taken steps to stop its ravages by careful preparing the feed for their horses, and seeing that no defective corn is given them.

ABRAHAM VAUGHAN.

One of Our Good Old Citizens Passes Away.

After a lingering illness of tubercular disease Mr. Abraham Vaughan, an old and highly respected citizen of this county, died at his home near Louisa on Saturday, January 27, aged 71 years, 2 months and 11 days. He was buried on Monday morning, January 29, in the graveyard near the residence of his brother, John Vaughan, after impressive funeral services conducted by the Rev. L. M. Copley, of the Baptist Church, the church of which the deceased had been a devout member for many years.

Mr. Vaughan is survived by a widow and all their family of six children save one. He was born in Missouri, but moved to West Virginia where, at the outbreak of the Civil War he joined the Confederate army and became the color bearer of the late Col. M. J. Ferguson's regiment, the 16th cavalry, serving gallantly until the surrender of Lee in 1865. Mr. Vaughan was twice wounded, once at Fredericksburg and again at Lynchburg.

He married a daughter of the late Anderson Wilson, and during their long wedded life Mr. Vaughan was ever the devoted husband, and to his children the kind, affectionate father. He was converted at a prayer meeting, and at his death was an honored member of the Elizabeth Jarrell church on Lick Creek. Before dying Mr. Vaughan expressed himself as fully prepared to make the solemn exchange of worlds.

In the death of Abraham Vaughan this county and community lost a good man and a valuable citizen. Although he had passed the allotted span of human life he was, till disease incapacitated him from active work, a busy, hard-working man, even when scarcely able to walk. Going about his farm, coming to town on business; never idle, but always intent upon his business. In his domestic and civic relations Mr. Vaughan was just what a man should be—sober, honest, upright, God-fearing and home-loving. Men like Abe Vaughan leave a wide gap when they obey the final call, a gap not easily filled.

A former comrade-in-arms, the Rev. S. P. Reynolds, desires the NEWS to say that Mr. Vaughan was a soldier of unquestioned courage, and a quiet, good man even during the lax, reckless, demoralizing period of war.

WM. PRICE KILLED.

Buchanan Man Struck By N. & W. Train.

William Price, aged 45, a married man who lived at Buchanan, Ky., was killed by N. & W. train No. 15 Wednesday afternoon of last week and his body was brought to Kenova and turned over to the undertaker.

Mr. Price left Kenova on No. 16 and got off at Cyrus and was walking up the track when he was struck. It is said that he had been drinking and that a jug of whiskey was found after he was struck. His brother was informed, was killed near Pritchard about a year ago.—Catsburg Tribune.

REWARD OFFERED FOR BODY.

Mr. L. D. Polley, of Elkhorn City, offers a reward of one hundred dollars for the recovery of the body of his daughter who was drowned near that place several weeks ago. Mr. Polley also desires that anyone, who might chance to find the body be instructed to notify the nearest undertaker, with the instruction that they take charge and prepare same for shipment to Elkhorn City, Ky., at once.

Charles Fly, one of the older and most well known citizens of Catsburg, died Wednesday morning shortly after two o'clock, after an illness of about one week's duration.

Railroad Extensions.

The Currier Lumber Corporation, running band mill and stave mills at Glamorgan, beyond the border in Virginia, announce the extension of a number of short line branches of their lumber road around the Kentucky border during the present year. One and the most important will be a six-mile extension from Pound, near Pound Gap, up Pound River skirting the State border to the headquarters of Pound into rich timber properties. Another will go down Pound five miles to Hettle, and still another will go up North Fork several miles. Later they have extended their road, the Indian Creek & Pound River, to Rocky Branch, within a half mile of Pound Gap. The company plans some big extensions in their operations during 1912.

Mrs. Lucinda Artrip Dead.

Mrs. Lucinda Artrip, of Advance, Ky., an aged and respected resident and a mother of many noble and womanlike characteristics, is dead after an illness of short duration, due to the infirmities bordering upon old age.

The deceased was 69 years of age and was the mother of several grown children who, together with a grief-stricken husband are left to mourn her untimely end.

She was the wife of John Artrip, who has many relatives near Fort Gay.

L. & E. EXTENSION.

Trains Expected to Reach Whitesburg May 1st.

With the exception of the line tunnel at Hazard and two cuts, one the Boone Hill at mouth of Boone's Fork above Hazard, the entire grade work of the new branch of the Lexington & Eastern from Hazard up into the coal fields of Letcher county is completed and ready for the track laying. The Boone Hill cut will be finished within the next thirty days, it is said. The other cut near Blackey will be completed about the same time. Railroad officials declare they will reach Whitesburg with the first train by May 1 or earlier. All the big corporations, including the Consolidation Coal Company, are preparing for gigantic developments in the Boone's Fork and Elkhorn coal fields of the county, and await with eagerness the completion of the Lexington & Eastern road.

Benham, the new city of the Wisconsin Steel Company, near the Harlan-Letcher border on the newly completed Washto & Black Mountain railroad, is making rapid strides having a population of more than 3,000, which is rapidly increasing. Hundreds of houses are going up as if by magic, while nearby the town of Poor Fork is growing by leaps and bounds. With the completion of the railroad into Harlan county and the consequent development of her coal fields and the influx, the county will very likely double in population within the next twelve months. Dozens of new towns are springing up in all parts of the county.

It has been announced that the Washto & Black Mountain railroad will be extended up into the headwaters of the Cumberland River the present year in order to tap the rich coal fields of the upper Black Mountain section. The new extension would be about fifteen miles long.

CHANGE IN BUILDING.

The building which A. J. Garrod recently occupied as an office is undergoing extensive change and improvement. A twenty-five foot addition will be added to the rear, a modern front will be put in, and the interior transformed into an up-to-date store. When completed it will be occupied by the Nash Clothing Company.

Mrs. Grace Burke has quit house-keeping, and the Lock avenue property vacated by her is now occupied as a residence by the Rev. C. M. Summers, pastor of the Christian Church.

THE C. C. & O.

Extension to be Made to Elkhorn This Year.

Bristol, Tenn., Jan. 25.—Headed by Thomas F. Ryan, of New York, a number of capitalists, whose aggregate wealth is estimated at \$150,000,000, have just completed an inspection of plans for the extension of the Carolina, Clinchfield & Ohio Railroad to Elkhorn, Ky., where a connection with the C. & O. Railroad will be established.

The promoters put up \$25,000,000 to build the railroad, and are willing to spend as much more on the extension, which will join Dante, Va., and Elkhorn. It is their intention to make the road a trunk line from the Central West to the South Atlantic seaboard. The road taps rich coal fields which, geologists say, will yield a thousand cars a day for more than a thousand years. It is said the Clinchfield route is the most direct road for its mileage in the country.

Ryan heads the financial group, which is promoting the enterprise, although the details of the construction were worked out by Geo. L. Carter, of Johnson City, Tenn. He has just been succeeded to the Presidency by Mark W. Potter, Norman B. Ream, one of the syndicate, is a Vice President of the steel combination, and an official of the National Biscuit Co. W. M. Ritter, of Columbus, O., has large timber interests. Isaac T. Mann, owns large coal and timber interests, and has a string of banks in Virginia, West Virginia and Washington. The Blairs, bankers of New York, are interested.

"We expect to begin work on the extension this year," President Potter, is quoted as saying. "It will require great engineering feats, chief of which is the tunnelling of the Big Sandy ridge in Eastern Kentucky."

"Preference Class" Pensioners.

Representative John W. Langley is preparing a bill which he will introduce in the House to create a "preference class" composed of war veterans, who shall be considered first when a certain class of civil service positions are to be filled. Mr. Langley would exempt, where feasible, the "especially deserving" class from examinations.

BIG COAL OPERATION.

Pond Creek Company to Open Large Mines.

That Pond creek will soon be the scene of the most extensive coal development in years seems certain as following the purchase of a boundary of 30,000 acres by the Pond Creek Coal company surveyors have been put to work on the branch line of railroad that is essential to the development.

Recently congress passed the third bill authorizing the construction of bridges across Tug River, the last one being for a structure at or near Williamson. The first two authorized were at Glen Hays and Matewan.

The Pond Creek Coal Company has a capital of \$2,000,000 and its stock holders are said to be largely interested in the big coal plant at Holden, Logan county. While most of the boundary lies on Blackberry creek it has been stated that it will be tapped by a branch line up Pond creek, coming into the main line of the N. & W. at the mouth of Pond, opposite the N. & W. round house at Williamson.

No details have been received as to the parties interested in the bridge authorized to be built at that place. Others besides the Pond creek people are interested, there having been some talk of a new addition on the Will M. Smith lands. Then Williamson people who own property on upper Third avenue have discussed the advisability of building a bridge so that section be restored to its former supremacy as a trade center.

A Pleasant Social

The spacious and elegant home of Mr. and Mrs. G. W. Atkin, the scene of a very pleasant function on Saturday evening, 27, when the classes of young and young men of the Chr. Bible School entertained the out-town students of Kentucky Normal College.

The home is one of the most commodious in Louisa but it was filled to overflowing with the scores of young people who were in attendance. With chatting, laughter, games and a most entertaining and charming variety of music the evening was one of pleasure. Before the guests departed the dining room was thrown open and delicious refreshments were served to all present.

Ladies Literary Club.

The attention of the ladies is called to the note of Mrs. Nora Kennison in this issue of the NEWS. The ability of this cultured woman to conduct a literary club is unquestioned, and the women of Louisa should eagerly embrace this golden opportunity for greater mental improvement. Years ago we had a Chautauqua Club, and its impress for good abides. There are women in this city whose intellectual grasp and comprehension will compare favorably with the mental scope of any found elsewhere, and to these the splendid offer of Mrs. Kennison must strongly appeal.

SCHOOL ATTENDANCE.

A Problem of the Rural Schools Discussed.

The ways and means whereby attendance at school, rural and urban, may be increased is a timely topic in Kentucky. Better teaching, better schoolhouses, better roads and better compulsory laws, or the better enforcement of the existing laws, are suggested. To those interested the following from the Courier Journal is commended:

The health officer of Adair county says he visited all the schools in his jurisdiction during the past year and talked to the teachers and pupils on sanitation. One of the facts which impressed him was the poor attendance at the schools.

The school census of Adair county shows that there are more than 5,000 children, but only about 2,400 of them are attending school. "I found one district in the county," says the health officer, "crediting with eighty-one pupils with only eleven in attendance and I found others nearly as bad." If these conditions were confined to one county the case would not be so discouraging, but there are dozens of counties in Kentucky where a similar state of affairs exists. The small interest manifested in some of the schools is not greatly to be wondered of for the buildings are poor, the roads are bad and the whole business is largely farcical.

The health officer of Adair county believes there should be "a strict compulsory law that will compel the parents and guardians to send their children to the public schools." The trouble with enforcing such a law is that in districts innumerable there are not sufficient accommodations for housing and instructing the school population and in some districts there are no schoolhouses at all. There is a musty proverb to the effect that you may drive a horse to water, but you cannot make him drink. It might be amended to the extent that the horse cannot be made to drink or expected to drink if the creek happens to be dry.

The simple truth is that the campaign of education must be pushed all along the line until the people as a body are educated to the necessity of providing modern and adequate school facilities, good homes and capable teachers. When that is done the compulsory law properly may be enforced—if it is needed.

The following special from Washington to the Cincinnati Post will be read with interest:

"Edwin Poage will be appointed superintendent of Ashland, Ky. Sen. Bradley announced, after visiting President Taft.

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